



Sacramento Regional Transit District

## **BOARD MEETING NOTICE TO THE PUBLIC & AGENDA**

The SacRT Board meeting will be live stream and open to the public for attendance. The practice of social distancing and wearing of face coverings is recommended for the health and safety of all persons participating in person during the meeting although it is not required.

To participate in or view SacRT Board Meetings:

<http://sacrt.com/board>

Please check the Sacramento Metropolitan Cable Commission Broadcast Calendar - <https://sacmetroable.saccounty.net> for replay dates and times.

Submit written public comments relating to the attached Agenda no later than 2:00 p.m. on the day of the Board meeting to

[Boardcomments@sacrt.com](mailto:Boardcomments@sacrt.com)

Please place the Item Number in the Subject Line of your correspondence. Comments are limited to 250 words or less.

Members of the public may also address the Board via Zoom to submit public comment. To join, please call 253-215-8782 and enter Webinar ID: 837 9338 8162 or join the meeting online by logging into

<https://us02web.zoom.us/j/83793388162>

If you wish to make a comment on an item, press the “raise a hand” button. If you are joining the meeting by phone, press \*9 to indicate a desire to make a comment. By participating in this meeting, you acknowledge that you are being recorded.



# Sacramento Regional Transit District Agenda

**BOARD MEETING**  
**5:30 P.M., MONDAY, MARCH 27, 2023**  
**SACRAMENTO REGIONAL TRANSIT AUDITORIUM**  
**1400 29<sup>TH</sup> STREET, SACRAMENTO, CALIFORNIA**  
**Website Address: [www.sacrt.com](http://www.sacrt.com)**  
**(29<sup>th</sup> St. Light Rail Station Bus 38, 67, 68)**  
**See notice for Teleconference information.**

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**ROLL CALL** — Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen, Valenzuela and Chair Kennedy

Alternates: Directors Chalamcherla, Sander, Schaefer, Suen

**1. PLEDGE OF ALLEGIANCE**

**2. CONSENT CALENDAR**

- 2.1 Motion: Approval of the Action Summary of February 27, 2023
- 2.2 Resolution 2023-03-023: First Amendment to the FY 2023 Operating Budget (J. Johnson)
- 2.3 Resolution 2023-03-024: Approve Design, Development and Construction Support Project Agreement for 7<sup>th</sup> Street Light Rail Station Between Downtown Railyard Venture, LLC and Sacramento Regional Transit District (L. Ham)
- 2.4 Approving the First Amendment and Conditionally Delegating Authority to the General Manager/CEO to Approve Work Order No. 4 with AECOM Technical Services, Inc. to Provide Environmental Support for the Sacramento Valley Station Relocation (L. Ham)
  - A) Resolution 2023-03-027: Approving the First Amendment to the Contract for Environmental Support Services With AECOM Technical Services, Inc.; and
  - B) Resolution 2023-03-028: Conditionally Delegating Authority to the General Manager/CEO to Approve Work Order No 4 to the Contract for Environmental Support Services With AECOM Technical Services, Inc. to Provide Environmental Support for the Sacramento Valley Station Relocation Project
- 2.5 Resolution 2023-03-026: Approving the Second Amendment to the Contract for Final Design Services for Rail Modernization 15-Minute Light Rail Service to Folsom Project with AECOM Technical Services, Inc. (L. Ham)

2.6 Resolution 2023-03-025: Approving the Use of Developer Fees Towards Bus Purchases (L. Ham)

3. **INTRODUCTION OF SPECIAL GUESTS**

4. **UNFINISHED BUSINESS**

5. **PUBLIC HEARING**

6. **PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA\***

7. **NEW BUSINESS**

7.1 Motion: Authorize the General Manager/CEO to Pursue a Legislative Amendment to SacRT Enabling Legislation Relative to the Board's Composition and Voting Structure (C. Flores)

8. **GENERAL MANAGER'S REPORT**

- 8.1 General Manager's Report
- a. Major Project Updates
  - b. SacRT Meeting Calendar
  - c. 50<sup>th</sup> Anniversary
  - d. Customer Service Update

9. **REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS**

9.1 Sacramento Placerville Transportation Corridor Joint Powers Authority Meeting Summary of March 13, 2023 (Budge)

10. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**

11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**

12. **RECESS TO CLOSED SESSION**

13. **CLOSED SESSION**

14. **RECONVENE IN OPEN SESSION**

15. **CLOSED SESSION REPORT**

16. **ADJOURN**

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\*NOTICE TO THE PUBLIC

It is the policy of the Board of Directors of the Sacramento Regional Transit District to encourage participation in the meetings of the Board of Directors. At each open meeting, members of the public will be provided with an opportunity to directly address the Board on items of interest to the public that are within the subject matter jurisdiction of the Board of Directors. Please fill out a speaker card and give it to the Board Clerk if you wish to address the Board. Speaker cards are provided on the table at the back of the auditorium.

Public comment may be given on any agenda item as it is called and will be limited by the Chair to 3 minutes or less per speaker. Speakers using a translator will be provided twice the allotted time. When it appears there are several members of the public wishing to address the Board on a specific item, at the outset of the item the Chair of the Board will announce the maximum amount of time that will be allowed for public comment.

Matters under the jurisdiction of the Board and not on the posted agenda may be addressed under the Item "Public addresses the Board on matters not on the agenda." Up to 30 minutes will be allotted for this purpose. The Board limits public comment on matters not on the agenda to 3 minutes per person and not more than 15 minutes for a particular subject. If public comment has reached the 30 minute time limit, and not all public comment has been received, public comment will resume after other business has been conducted as set forth on the agenda. The Board will not act upon or discuss an item that is not listed on the agenda except as provided under Section 3.1.3.6.

This agenda may be amended up to 72 hours prior to the meeting being held. An Agenda, in final form, is located by the front door of Regional Transit's building at 1400 29<sup>th</sup> Street, Sacramento, California, and is posted on the SacRT website.

This meeting of the Sacramento Regional Transit District will be cablecast on Metro Cable 14, the local government affairs channel on Comcast, Consolidated Communications and AT&T U-Verse cable systems. This meeting is closed captioned and webcast at [metro14live.sacounty.gov](http://metro14live.sacounty.gov). Today's meeting replays Thursday, March 30<sup>th</sup> at 2:00 PM and Friday, March 31<sup>st</sup> at 2:00 PM on Channel 14. This meeting can also be viewed at [youtube.com/metrocable14](http://youtube.com/metrocable14).

Any person(s) requiring accessible formats of the agenda or assisted listening devices/sign language interpreters should contact the Clerk of the Board at 279/234-8382 or TDD 916/557-4686 at least 72 business hours in advance of the Board Meeting.

Copies of staff reports or other written documentation relating to each item of business referred to on the agenda are on SacRT's website, on file with the Clerk to the Board of Directors of the Sacramento Regional Transit District and are available for public inspection at 1400 29<sup>th</sup> Street, Sacramento, California. Any person who has any questions concerning any agenda item may call the Clerk to the Board of Sacramento Regional Transit District.

## **STAFF REPORT**

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**DATE:** March 27, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Tabetha Smith, Clerk to the Board  
**SUBJ:** APPROVAL OF THE ACTION SUMMARY OF FEBRUARY 27,  
2023

### RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT  
BOARD OF DIRECTORS  
BOARD MEETING  
February 27, 2023**

**ROLL CALL:** Roll Call was taken at 5:30 p.m. via Zoom. PRESENT: Directors Budge, Daniels, Jennings, Kozlowski, Loloee, Serna, Singh-Allen, Valenzuela, and Chair Kennedy. Absent: None. Director Maple joined the meeting at 5:33 p.m. Director Hume joined the meeting at 5:40 p.m.

**1. PLEDGE OF ALLEGIANCE**

**2. CONSENT CALENDAR**

- 2.1 Motion: Approval of the Action Summary of January 23, 2023
- 2.2 Resolution 2023-02-012: Authorize the Board of Directors to Teleconference from February 27, 2023 through February 28, 2023 in Compliance with the Brown Act Pursuant to Government Code Section 54953 as Amended by Assembly Bill 361, During the COVID-19 Pandemic (O. Sanchez-Ochoa/T.Smith)
- 2.3 Delegating Authority to the General Manager/CEO to enter into a Project Agreement for Two Water Lines and A Sewer Line (J. Adelman)
  - A) Resolution 2023-02-013: Rescinding Resolution No. 2022-12-145 and Delegating Authority to the General Manager/CEO to Enter into a Project Agreement with NP BGO Rancho Cordova Logistics Center, LLC, or any of its Subsidiaries, and Granting Concurrence to Two Easement Agreements between the Sacramento-Placerville Transportation Corridor Joint Powers Authority and Golden State Water Company for Two Waterlines, Contingent Upon Securing FTA Concurrence; and
  - B) Resolution 2023-02-014: Rescinding Resolution No. 2022-12-146 and Delegating Authority to the General Manager/CEO to Enter into a Project Agreement with NP BGO Rancho Cordova Logistics Center, LLC, or any of its Subsidiaries, and Granting Concurrence to an Easement Agreement between the Sacramento-Placerville Transportation Corridor Joint Powers Authority and Sacramento Area Sewer District for a Sewer Line, Contingent Upon Securing FTA Concurrence
- 2.4 Resolution 2023-02-015: Delegating Authority the General Manager/CEO to Approve and Execute a Contract for Licensing Solution Provider for Purchase of Microsoft Products and Associated Agreements (S. Valenton)

- 2.5 Resolution 2023-02-016: Approving the First Amendment to the License Agreement with MCIMetro Access Transmission Services LLC for Fiber Operation and Maintenance at Arden and Oxford Street Within SacRT Property (J. Adelman)
- 2.6 Resolution 2023-02-017: Delegating Authority to the General Manager/CEO to Authorize up to 10 Free Ride Days per Calendar Year on Bus and/or Light Rail to Encourage Ridership (D. Selenis)
- 2.7 Delegating Authority to the General Manager/CEO to Amend or Approve and Execute Contracts for Further Expansion at the Q Street Administrative Building (J. Adelman)
  - A) Resolution 2023-02-018: Delegating Authority to the General Manager/CEO to Amend or Approve and Execute Contracts for Information Technology Equipment and Services Over \$150,000 for Further Expansion at the Q Street Administrative Building; and
  - B) Resolution 2023-02-019: Delegating Authority to the General Manager/CEO to Amend or Approve and Execute Contracts for Furniture, Fixtures and Installation Services Over \$150,000 for Further Expansion at the Q Street Administrative Building
- 2.8 Resolution 2023-02-020: Approving the Contract for Light Rail Annual Tool Calibration Services with Eagle Calibration Inc. (R. Forest)
- 2.9 Resolution 2023-02-021: Approving a Sole Source Procurement and Delegating Authority to the General Manager/CEO to Approve and Execute a Contract for the Purchase of Intelligent Vehicle Network 5 Equipment (C. Alba)
- 2.10 Resolution 2022-02-022: Approving the Contract for Purchase of Employee Uniforms with L.N. Curtis and Sons (C. Alba)

***Director Budge moved; Director Loloee seconded approval of the consent calendar with a correction to the Resolution number for item 2.10 noted as 2023-02-022. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen, Valenzuela and Chair Kennedy. Noes: None; Abstain: None; Absent: Hume.***

### **3. INTRODUCTION OF SPECIAL GUESTS**

### **4. UNFINISHED BUSINESS**

## **5. PUBLIC HEARING**

## **6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA**

Public comment was taken by phone from Jeffery Tardaguila and Barbara Stanton.

Mr. Tardaguila encouraged workshops for the new Board members. He expressed concern regarding the number of bus cancelations in the past week and that it is hard to determine which routes are canceled. Mr. Tardaguila wanted the Board to be aware that the L & 5<sup>th</sup> Street location will become a two-way street with a bicycle lane, and he recommended SacRT and planning review this location.

Ms. Stanton introduced herself and Ridership for the Masses to the new Board members. She welcomed the new members and looks forward to working with the SacRT Board.

## **7. NEW BUSINESS**

### **7.1 Information: Sacramento Region Zero Carbon Transportation Initiatives (C. Flores)**

Shelly Valenton stated that throughout the years, SacRT has shared how the Four-Agency Collaborative (SacRT, SACOG, Sacramento Air Quality District and SMUD) have been partnering on shared goals. Ms. Valenton introduced staff from each of the agencies involved and noted common goals that the agencies share which include advancing clean transportation, resilience to climate change and enabling healthy communities.

Ms. Valenton shared that late last year, the group developed a more detailed plan to prepare the region for the funding opportunities at the state and federal level. She then stated that the joint strategy is focused on four areas, and provided details of the first focus area, zero emission transit fleet conversion and refueling infrastructure. Ms. Valenton introduced Sam Shelton with SACOG.

Mr. Shelton presented the second focus area, zero emission goods movement and medium and heavy-duty fleet transition. He explained that trucks are a small share, about 3% of the total vehicles on the road but, responsible for 23% of greenhouse gas emissions and about half of the nitrous oxide and particulate matter 2.5 emissions. Finding a way to help turn over the truck fleets to EVs or hydrogen vehicles is a real opportunity. Mr. Shelton announced that SACOG will soon kick off a freight zero emission vehicle study across the Northern California Mega region thanks to a half million dollar Grant from Caltrans. Mr. Shelton then introduced Jaime Lemus with Sacramento Metropolitan Air Quality Management District.

Mr. Lemus presented the third focus area, charging stations and clean transportation options for under-resourced communities. He stated they are looking at investing \$182M which would result in 52 eMobility Hubs and 182 Light Duty EV Chargers Installed. They will prioritize and address community charging needs and increase access to EVs and eMobility. They plan to design an eMobility information tool that is accessible to under



resourced communities. Mr. Lemus introduced Rachel Huang with SMUD.

Ms. Huang presented the fourth focus area, community workforce development. She announced they are seeking a \$145M investment and working towards having 4,000 people trained with clean energy skills by 2024 and 1,000 people hired into high-paying clean energy jobs by 2024.

Ms. Valenton concluded the presentation by summarizing and highlighting the importance of the document which is included in the staff report.

Director Valenzuela wanted to make sure the jobs created are high quality jobs with benefits and she would like to hear more about the alignment with trade unions and organizations.

Ms. Huang responded that they are trying to utilize existing positions and are not creating new classifications.

Director Valenzuela questioned if the grants that have been applied for will create opportunities for high quality jobs.

Mr. Lemus responded that a specific, mandatory Electric Vehicle Infrastructure Training Program (EVITP) certification has made it challenging to hire electricians locally within the Sacramento area and that is something they are looking into.

Director Valenzuela commented that the strategy should include getting the certification to more small, local businesses.

Director Budge asked what a level two charger is.

Mr. Lemus answered that a level two charge would refuel your car in four hours.

Director Budge asked what is going on behind the scenes with hydrogen and might it be brought out of a warehouse in West Sacramento and into the public discourse.

Mr. Lemus provided detailed information regarding the process of liquid hydrogen that is transported to the Bay Area and then compressed into fuel, trailered back to Sacramento, and then put into Shell stations for light duty vehicles. He said they are making a financial commitment to deploy hydrogen production and fueling here within the Sacramento region and are currently looking at several areas to produce hydrogen.

Director Budge asked if it was available now at Shell stations.

Mr. Lemus confirmed it is currently at five or six Shell stations within Sacramento County and one in West Sacramento.

Director Budge asked if vehicles that can be fueled by hydrogen are currently being sold.

Mr. Lemus said he believes there are a little over 6,000 vehicles that are hydrogen based in Sacramento.

Director Kozlowski was pleased to hear Director Valenzuela's comments. He asked for clarification on the issue with the certification and why there is a necessity for a special certification if the work to install an EV charger is principally just electrical infrastructure.

Mr. Lemus responded there is a couple of issues. One is that the state funding or state grants require the EVITP certification to ensure there is a minimum level of standard that is set. He also believes the exam certification process is a challenge. It would most likely be a legislative move to remove that requirement.

Director Kozlowski asked if Sacramento Metro Air District could become a testing agency.

Mr. Lemus said they are probably not the right people but are in support of having a certifier in Sacramento.

Ms. Valenton mentioned that SacRT is working with the California Transit Training Consortium out of Southern California. Staff will be attending trainings next month to prepare, learn and anticipate additional challenges and technical needs as a result of the new ZEV requirement.

Director Loloee thanked presenters. He then questioned the status of the grid capacity and if SMUD is considering improving the grid for the upcoming projects.

Ms. Huang responded that SMUD has been looking at it for many years and continues to refine their analysis. They have updated the analysis in the last year to be pinpointed to address and make sure the grid is ready. They know the state has aggressive goals and SMUD has very aggressive goals with regards to transportation electrification and they very much recognize that the grid has to be ready.

Public comment was taken by phone from Nick Bryant and Jeffery Tardaguila.

Mr. Bryant asked if the hydrogen buses would need to be charged.

Chair Kennedy responded yes.

Mr. Bryant asked if SacRT would have electric buses.

Chair Kennedy replied SacRT already has some electric buses.

Mr. Bryant expressed his concern that the cost would be significant.

Mr. Tardaguila asked what SMUD's facility load for transit buses is, if a SMUD circuit for more than 100 buses being charged is available and how many locations are available for charging.

Mr. Li stated staff will be in touch with Mr. Tardaguila to answer his questions.

Chair Kennedy thanked staff from all the agencies. And, as somebody who was involved with SMUD's electric vehicle charging installation program in the 90s, he has complete confidence that SMUD will be prepared.

## **8. GENERAL MANAGER'S REPORT**

- 8.1 General Manager's Report
  - a. Major Project Updates
  - b. SacRT Meeting Calendar
  - c. Strategic Plan Update

Mr. Li thanked Ms. Huang, Mr. Shelton, and Mr. Lemus for joining Ms. Valenton to present the four-agency collaboration strategy initiative.

Mr. Li wished everyone a Happy Black History Month and, in recognition, SacRT has been exploring, celebrating and highlighting the rich history, lives and stories of African Americans.

Mr. Li announced that last week SacRT hosted staff from the Federal Transit Administration's (FTA) Region 9 office and shared SacRT projects and priorities. Congress-woman Matsui, Chair Kennedy and Deputy Administrator Amy Changchein also were also there. The meeting was highly inspirational and SacRT looks forward to hosting them again in the future.

Mr. Li congratulated SacRT Communications and Marketing team for winning the First Place Award in the 2023 APTA Adwheel Awards competition. SacRT is being recognized for the Citizen's Transit Academy, a free five-class course designed to educate and engage residents, business and community leaders about the planning process and how public transit shapes the community.

Mr. Li announced that Moody's Investor Service published a research report on the financial status of California's Transit agencies. The report found that SacRT has an A2 financial rating, one of the most favorable outlooks of any agency. Mr. Li then read a quote from the report and noted some additional positive attributions.

Mr. Li stated that SacRT Retirement Board held a Special Retirement Board meeting focused on the status of SacRT's pension plans. Over the last ten years, three pension funded ratios increased by 10% and it is anticipated that over the next five years, all ratios will be over 85%, and in ten years, by 2032, all ratios will be 100%.

Mr. Li and Chief of Staff, Chris Flores, had the honor of spending nearly an hour and a half with the Sacramento Grand Jury, highlighting SacRT's vision, business accomplishments and exciting projects. They were thoroughly impressed with how the

agency has been able to transform itself over the last seven years.

Mr. Li provided his gratitude to the SacRT team on progressing the light rail station modification project this month. Over two weekends in February, the team was able to successfully complete the construction of the platform modification at the 48th and 59th Street stations. Mr. Li provided an update on the next modifications, station closures and bus bridges. He announced this is a significant milestone as SacRT accelerates the light rail modernization efforts and prepares to launch the new low-floor vehicles in to service.

Mr. Li announced that in the beginning of February the first of two new CNG compressors was delivered and will be fully installed by this summer at the bus maintenance facility one. This replaces the outdated compressor and will significantly speed up fueling of buses, leading to improved operational efficiency. Mr. Li shared information on CNG prices and mentioned SacRT will continue to monitor the situation closely.

Mr. Li recognized that it is the beginning of a new two-year State legislative session and there are many new faces. SacRT has been meeting with the new state delegation to update and educate them on SacRT priorities. SacRT will be sponsoring two separate pieces of legislation this cycle. Mr. Li thanked Assemblymember Stephanie Nguyen for introducing legislation to improve SacRT's public contract code. Also, Assemblymember Kevin McCarty has introduced legislation that would update authority to place a tax measure on the ballot. Specifically, it would allow a jurisdiction within SacRT's boundaries, such as the City of Sacramento, to tax itself to benefit SacRT.

Mr. Li concluded his remarks reminding everyone that the Sacramento Regional Transit District is turning 50 years old this year on April 1<sup>st</sup> and there will be a number of events planned to celebrate the significant role SacRT has played in shaping the community over the past half century.

Director Singh-Allen stated she attributes the great advancements are a result of Mr. Li's leadership and thanked him for all the great work.

Mr. Li recognized the Board for their work as well.

Public comment was taken by phone from Nick Bryant and Jeffery Tardaguila.

Mr. Bryant thanked Mr. Li for all he has done for the community and requested for the issue of broken connect cards to be addressed.

Mr. Tardaguila asked if Mr. Li was planning to mention the effort he was working on with KVIE taking place on March 23<sup>rd</sup>.

## **9. REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS**

### 9.1 San Joaquin Joint Powers Authority Meeting Summary of January 27,

2023 (Hume)

9.2 Capital Corridor Joint Powers Authority Meeting Summary of February 15, 2023 (Daniels, Maple)

10. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**
12. **RECESS TO CLOSED SESSION**
13. **CLOSED SESSION**
14. **RECONVENE IN OPEN SESSION**
15. **CLOSED SESSION REPORT**
16. **ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 6:45 p.m.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** March 27, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Jason Johnson, Acting VP, Finance/CFO  
**SUBJ:** FIRST AMENDMENT TO THE FY 2023 OPERATING BUDGET

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

This action will increase the FY 2023 Operating Revenue and Expenses Budgets by \$3,500,000 to cover increases in the cost of CNG fuel and petroleum-based fuels and products.

### FISCAL IMPACT

While this action will increase the FY 2023 Operating Budget by \$3,500,000 to cover increases in the cost of CNG fuel and petroleum-based fuels and products, Staff has identified sufficient revenue adjustments to balance the budget.

This Budget Amendment will add \$2,353,000 to Fare Revenue and \$9,618,025 to Local Transportation Funds, while reducing COVID-19 stimulus funding by \$8,471,025, yielding a net revenue increase of \$3,500,000. Additionally, Staff was projecting an end of year Operating Budget surplus prior to the recognition of increased fuel costs. While the projected surplus does not negate the need for an amendment at this time, it will likely offset the increased costs by the end of the Fiscal Year.

### DISCUSSION

For some time, SacRT has been faced increases to CNG costs.

The FY 2022 Operating Budget was amended in December 2021 to reflect increases to CNG costs that added \$600,000 to the original \$1,700,000 budgeted; this increase brought the overall CNG budget to \$2,300,000 for FY 2022.

For FY 2023, the CNG budget was increased to \$2,500,000 to allow for slight increases during the year. In the first half of FY 2023, there have been significant increases in costs for fuel and lubricants. Natural gas prices have trended higher than expected and can be attributed to the global shortages as well as high demand due to the extreme cold weather

across the country. In addition, gasoline and diesel prices, as well as petroleum products used in maintenance, have remained higher than expected.

The mid-year financial report for December 2022 showed cost for gasoline is 22.8% higher than budgeted for Sacramento-based services and 58.4% higher for Elk Grove-based services. The cost for diesel is 105% higher than budgeted. Lubricant costs have also trended higher than expected -- at the end of December costs were 53.5% higher than expected.

CNG prices are the most expensive in recent years, with the State Department of General Services notifying its customers of a possible 10-fold increase in prices for January 2023. Natural gas costs for all of FY 2023 have been higher than expected, with the December 2022 bill increasing by 100% month over month. SacRT's normal average price for natural gas is approximately \$0.70 per therm, but December's bill increased to \$1.40 per therm. January's price for natural gas was \$5.27 per therm. This is 600% higher than SacRT's normal average price.

The Bus Maintenance Department has calculated the following increased costs and needed FY 2023 budget additions: gasoline at \$706,000; diesel at \$50,000; CNG at \$2,684,000; and lubricants at \$60,000. The total increase to the FY 2023 Operating Expenditure Budget for this amendment is \$3,500,000.

The Operating Budget changes are laid out in detail in Exhibit A to the proposed Resolution.

RESOLUTION NO. 2023-03-023

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 27, 2023

**FIRST AMENDMENT TO THE FY 2023 OPERATING BUDGET**

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the First Amendment to the Fiscal Year 2023 Operating Budget increasing the Operating Budget by \$3,500,000, as further set out in Exhibit A, is hereby approved.

THAT, the Board hereby authorizes the General Manager/CEO or his designee to restructure the budgeted operating revenues for Fiscal Year 2023 consistent with the requirements contained in Governmental Accounting Standards Board (GASB) Statement 95.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



## Exhibit A

| <b>Income</b>         | <b>FY 2023 Adopted</b> | <b>FY 2023 Amended</b> | <b>\$ Change</b>    | <b>% Change</b> |
|-----------------------|------------------------|------------------------|---------------------|-----------------|
| Fare Revenue          | \$ 13,147,000          | \$ 15,500,000          | \$ 2,353,000        | 17.9%           |
| Contracted Services   | 649,730                | 649,730                | -                   | 0.0%            |
| Other Income          | 5,890,000              | 5,890,000              | -                   | 0.0%            |
| State and Local       | 149,183,917            | 158,801,942            | 9,618,025           | 6.4%            |
| Federal               | 62,048,713             | 53,577,688             | (8,471,025)         | -13.7%          |
| <b>Total</b>          | <b>\$ 230,919,360</b>  | <b>\$ 234,419,360</b>  | <b>\$ 3,500,000</b> | <b>1.5%</b>     |
| <b>Expenses</b>       |                        |                        |                     |                 |
| Labor/Fringes         | \$ 160,969,320         | \$ 160,969,320         | \$ -                | 0.0%            |
| Services              | 22,032,739             | 22,032,739             | -                   | 0.0%            |
| Supplies              | 14,687,550             | 18,187,550             | 3,500,000           | 23.8%           |
| Utilities             | 8,081,000              | 8,081,000              | -                   | 0.0%            |
| Insurance/Liabilities | 19,792,888             | 19,792,888             | -                   | 0.0%            |
| Other expenses        | 5,355,863              | 5,355,863              | -                   | 0.0%            |
| <b>Total</b>          | <b>\$ 230,919,360</b>  | <b>\$ 234,419,360</b>  | <b>\$ 3,500,000</b> | <b>1.5%</b>     |

## **STAFF REPORT**

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**DATE:** March 27, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning and Engineering  
**SUBJ:** APPROVE DESIGN, DEVELOPMENT AND CONSTRUCTION SUPPORT PROJECT AGREEMENT FOR 7TH STREET LIGHT RAIL STATION BETWEEN DOWNTOWN RAILYARD VENTURE, LLC AND SACRAMENTO REGIONAL TRANSIT DISTRICT

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Downtown Railyard Venture, LLC (DRV) will be authorized to proceed with the design and construction of modifications to SacRT's existing track infrastructure to accommodate the 7<sup>th</sup> Street Light Rail Station in the Railyards development and, SacRT's cost to support the design, development, and construction of the station will be reimbursed by DRV.

### FISCAL IMPACT

There is no fiscal impact to SacRT. All SacRT costs in support of the station project will be reimbursed by DRV.

### DISCUSSION

On June 13, 2016, by Resolution No. 16-06-0058, the SacRT Board of Directors certified an Initial Study/Mitigated Negative Declaration ("IS/MND") for the Sacramento Valley Station (SVS) Area Improvements Project, which includes a new light rail station on the east side of 7<sup>th</sup> Street ("East Station") as a component part. The new light rail station will provide service to the future major league soccer stadium.

On January 10, 2018, SacRT and DRV entered into the Memorandum of Understanding (MOU) between Sacramento Regional Transit District and Downtown Railyard Venture LLC, for the Design of 7<sup>th</sup> Street Light Rail Station, the terms of which were subsequently extended to December 31, 2023. The MOU provides that DRV will be solely responsible for the costs of designing, constructing, and developing the East Station and calls for the parties to enter into a separate agreement for design and construction.

DRV is currently designing and constructing the 7th Street Widening Project located along 7th Street from approximately 500-feet south of Railyards Boulevard to North B Street, which will include realignment and embedment of a portion of the existing ballasted track

and construction of the East Station. The limits of the track realignment and embedment will be from approximately 300 feet south of Railyards Boulevard, through the intersection of future Summit Tunnel Avenue, approximately 800 feet total.

The proposed agreement would specify the parameters and process for SacRT review and DRV payment of SacRT's costs to support the East Station construction, including costs to temporarily close the existing light rail Green Line to accommodate construction of the project.

This agreement will allow SacRT to invoice all costs SacRT has incurred to date to support the project, as well as all future costs to construct the project, including SacRT's actual costs to provide services and reviews for the project, including but not limited to all direct and indirect costs to: (1) close the Green Line for the duration of the project construction; (2) review the plans and specifications; (3) review submittals, RFIs, and contract change orders for any work on SacRT property or affecting SacRT facilities; (4) inspect SacRT facilities work performed by DRV and its contractor(s); (5) perform any other task in support of the project that is requested by DRV; or (6) perform any service or work deemed necessary by SacRT to otherwise maintain the functionality and operability of its transit service, including coordination work by SacRT's Wayside, Operations, Facilities, and Public Relations staff and any bus bridge or other alternate services provided due to temporary shutdown of SacRT facilities.

In addition, to the extent the City of Sacramento imposes any charges, either on DRV or SacRT, in connection with the construction of the project, DRV will be fully responsible for those costs.

RESOLUTION NO. 2023-03-024

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 27, 2023

**APPROVE DESIGN, DEVELOPMENT AND CONSTRUCTION SUPPORT PROJECT AGREEMENT FOR 7TH STREET LIGHT RAIL STATION BETWEEN DOWNTOWN RAILYARD VENTURE, LLC AND SACRAMENTO REGIONAL TRANSIT DISTRICT**

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Design, Development, and Construction Support Project Agreement for 7th Street Light Rail Station by and between the Sacramento Regional Transit District (therein "SacRT") and the Downtown Railyard Venture, LLC (therein "Contractor") whereby DRV agrees to perform all work for the construction of a new light rail station on the east side of 7<sup>th</sup> Street between Railyards Boulevard and the future Summit Tunnel Avenue, including all track, station and systems work, and compensate SacRT for its costs for operational and construction support for the project, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing agreement.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** March 27, 2023

**TO:** Sacramento Regional Transit Board of Directors

**FROM:** Laura Ham, VP, Planning and Engineering

**SUBJ:** APPROVING THE FIRST AMENDMENT TO THE CONTRACT FOR ENVIRONMENTAL SUPPORT SERVICES WITH AECOM TECHNICAL SERVICES, INC. AND CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE WORK ORDER NO 4 TO THE CONTRACT FOR ENVIRONMENTAL SUPPORT SERVICES WITH AECOM TECHNICAL SERVICES, INC. TO PROVIDE ENVIRONMENTAL SUPPORT FOR THE SACRAMENTO VALLEY STATION RELOCATION PROJECT

### RECOMMENDATION

Adopt the Attached Resolutions.

### RESULT OF RECOMMENDED ACTION

Approving the First Amendment to the Contract for Environmental Support Services ("ESS Contract") will increase the total consideration for the Contract to allow for AECOM to continue to provide services.

Conditionally delegating authority to the General Manager/CEO to approve and execute Work Order No. 4 will allow SacRT to complete the environmental work that is a prerequisite to moving forward with relocation of the Sacramento Valley Station (SVS).

### FISCAL IMPACT

The ESS Contract was awarded with a not-to-exceed amount of \$1,000,000, to be funded with both capital and operating funds on an as-needed basis as Work Orders were issued.

Since the ESS Contract was executed on November 25, 2022, three Work Orders have been issued to AECOM totaling \$860,412.35. There are not sufficient funds remaining in the Contract to issue Work Order No. 4 or to allow AECOM to continue providing services for the 5-year term of the Contract. This amendment to the Contract will increase the Contract Total Consideration by \$1,000,000, from \$1,000,000 to \$2,000,000.

Work Order No. 4 will provide for AECOM to complete environmental work for the SVS Relocation Project. While SacRT is still awaiting a final proposal from AECOM, the total cost of these services is not to exceed \$800,000. Funding sources include: Congestion Mitigation Air Quality (CMAQ) and Smart Growth Incentive Program (SGIP) funds.

## DISCUSSION

On August 8, 2022, the Board awarded a Contract for Environmental Support Services to AECOM Technical Services, Inc. (AECOM) for the total amount of \$1,000,000 and conditionally awarded a contract for Environmental Support Services to Michael Baker International, Inc. for the total amount of \$1,000,000. Due to AECOM's extensive previous experience with the Horn Station, Downtown Riverfront Streetcar, and Arcade Creek Bridge Repair, SacRT issued Work Orders to AECOM support these projects.

SacRT needs to complete the environmental clearance for the SVS Relocation. Staff from CH2M Hill, which was subsequently acquired by AECOM, completed the environmental work for the Sacramento Valley Station Area Improvements Project, which called for the SVS to be relocated.

Work Order No. 4 would cover environmental support for SacRT to address updates to the previously-approved Sacramento Valley Station Area Improvements Project (project). The SacRT Board approved an Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) for the project in 2016 by Resolution No. 16-06-0058.

The need for the update stems from a change in project scope. SacRT must address these scope changes in an updated CEQA document. In addition, the project was not previously evaluated under the National Environmental Policy Act (NEPA). This step must be taken for federal funds to be used for the project. The environmental phase is expected to take 20 months to complete.

The approved 2016 project included, among other elements, an approximately 0.5-mile-long, double-tracked, light rail transit loop that extended west from 7th Street along H Street, past 5th Street and the railyards Lot 40, where it turned north to F Street, and then looped east to join the existing Green Line light rail tracks at North 7th Street. The project also included a station platform along the north-south section of the line as it passed through railyard.

The current proposal (the Revised Project) would modify the 2016 project by completing a partial loop. Instead of continuing to 7th Street north of the relocated light rail station, the trackwork for the Revised Project would continue north of the station and be used as storage tracks along F Street to a point between Fifth and Sixth Streets, where the Revised Project would terminate.

The need for the Revised Project and the desire for it to move forward has increased substantially in the past few years. The City of Sacramento (City) has advanced roadway

and circulation improvements in the SVS area and its master planning efforts for the SVS. These new plans call for an extension of 3<sup>rd</sup> St through the area where SacRT currently stores LRVs. This SVS Relocation environmental document will need to acknowledge these substantive changes to the land use, transportation, and visual setting. The CEQA document adopted in 2016 contains relevant information but must be updated to reflect the City's SVS Master Plan and the proposed refinements to the project.

SacRT, the County of Sacramento, and Placer County Transportation Planning Agency submitted a joint Solutions for Congested Corridors (SCCP) application in late 2022. This application would partially fund construction of the SVS relocation. If SCCP funding is awarded, SacRT must complete both environmental and design phases before receiving an allocation of SCCP funds, with the expectation that the construction contract will be executed no later than December 2025.

The amount of the proposed Work Order is not to exceed \$800,000. There is only \$139,587.65 remaining in the AECOM Contract and an additional \$660,412.35 is required to cover the full amount of the SVS Relocation Work Order. In addition, further Contract capacity will be needed in the future for AECOM to continue to provide Contract services, as only six months of the 5-year contract term has elapsed. Staff is recommending that Board approve the First Amendment to increase the Contract Total Consideration by \$1,000,000, from \$1,000,000 to \$2,000,000.

RESOLUTION NO. 2023-03-027

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 27, 2023

**APPROVING THE FIRST AMENDMENT TO THE CONTRACT FOR ENVIRONMENTAL SUPPORT SERVICES WITH AECOM TECHNICAL SERVICES, INC.**

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the First Amendment to the Contract for Environmental Support Services by and between the Sacramento Regional Transit District, therein referred to as "SacRT," and AECOM Technical Services, Inc., therein referred to as "Contractor" whereby the not-to-exceed amount of the Contract is increased by \$1,000,000, from \$1,000,000 to \$2,000,000, is hereby approved.

THAT, the Board Chair and General Manager/CEO are hereby authorized and directed to execute the foregoing amendment.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



RESOLUTION NO. 2023-03-028

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 27, 2023

**CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE WORK ORDER NO 4 TO THE CONTRACT FOR ENVIRONMENTAL SUPPORT SERVICES WITH AECOM TECHNICAL SERVICES, INC. TO PROVIDE ENVIRONMENTAL SUPPORT FOR THE SACRAMENTO VALLEY STATION RELOCATION PROJECT**

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Board hereby delegates authority to the General Manager/CEO to approve Work Order No. 4 to the Contract for Environmental Support Services between the Sacramento Regional Transit District, therein referred to as "SacRT," and AECOM Technical Services, Inc., therein referred to as "Contractor," whereby Contractor agrees to provide environmental support services for the Sacramento Valley Station Relocation Project, for a total amount not to exceed \$800,000, conditioned upon full execution of the First Amendment to the Contract to increase the Total Consideration.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** March 27, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning and Engineering  
**SUBJ:** APPROVING THE SECOND AMENDMENT TO THE CONTRACT FOR FINAL DESIGN SERVICES FOR RAIL MODERNIZATION 15-MINUTE LIGHT RAIL SERVICE TO FOLSOM PROJECT WITH AECOM TECHNICAL SERVICES, INC.

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Approving the Second Amendment to the Contract for Final Design Services for Rail Modernization 15-Minute Light Rail Service to Folsom Project with AECOM Technical Services, Inc. (AECOM) will approve a DBE substitution for the remainder of the Contract and allow AECOM to prospectively adjust the labor rates, which have not been modified since 2020.

### FISCAL IMPACT

There is no impact in current allocated budget for the Contract. The payment structure for this Contract is a “cost-plus-fixed-fee” basis, where labor hours are estimated upfront by the Consultant, but SacRT is billed only for hours of work actually performed. Because AECOM had lower-than-anticipated hours for the early phases of work, increasing the rates by almost 18% does not require an adjustment at this time in the Contract not-to-exceed amount. The overall contract amount of \$4,796,952.62 is not increasing.

### DISCUSSION

Sacramento Regional Transit District (SacRT) entered into a contract with AECOM for the Folsom Light Rail Modernization Project on November 25, 2020. The Contract was subdivided into two tasks. Task 1 includes designing both the Rancho Cordova segment and the Folsom segment of the project, including all the signaling, overhead contact system (OCS), traffic signal, station, and civil and track work design. Task 2 is bid and construction support for the Folsom segment. AECOM has successfully completed the Folsom segment of Task 1 and is currently performing Task 2 to provide design support during construction (SacRT has contracted with Aldridge Electric, Inc. to complete the construction). AECOM is also finalizing the Rancho Cordova segment of Task 1.

While the Contract allows AECOM to request a rate increase beginning on the anniversary date of the Contract and not more frequently than once per year thereafter, AECOM has been invoicing at the same labor rates since November 25, 2020. In accordance with SacRT General Contract Provisions, Section III, Part 4, Paragraph 34, C, Rate Increases, AECOM is now requesting rate adjustments to reflect increases in staffing costs for its employees and its subconsultants' employees. These new rates will apply for at least the next year, after which AECOM may request an additional rate increase.

Based on the current U.S. Bureau of Labor Statistics (for urban households and for urban wage earners in the West and Pacific regions), AECOM is requesting a 17.96% increase from those originally submitted at the time of contract approval. This rate increase has been determined to be fair and reasonable based on market conditions.

Although the labor rates will be increased for the remainder of the Contract, there is no additional cost associated with this amendment since there is still enough funding remaining under the contract for the work to be performed within the original contract amount.

In addition, Y&C Transportation Consultants was named as a subconsultant to AECOM for the Contract work. In February 2023, Y&C Transportation Consultants merged with Bennett Engineering Services. Both firms individually were certified DBE firms and the new firm, which will retain the legal name of Bennett Engineering Services, Inc. but conduct business as Bennett Engineering Services + Y&C Transportation (Bennett + Y&C) and will continue as a certified DBE firm.

Since Y&C Transportation Consultants is no longer an entity, AECOM is requesting that SacRT approve a subconsultant substitution for Bennett Engineering Services Inc. to continue performing the work of Y&C Transportation Consultants; the staff performing the work will not change.

RESOLUTION NO. 2023-03-026

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 27, 2023

**APPROVING THE SECOND AMENDMENT TO THE CONTRACT FOR FINAL DESIGN SERVICES FOR RAIL MODERNIZATION 15-MINUTE LIGHT RAIL SERVICE TO FOLSOM PROJECT WITH AECOM TECHNICAL SERVICES, INC.**

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Second Amendment to the Contract for Final Design Services for Rail Modernization 15-Minute Light Rail Service to Folsom Project by and between the Sacramento Regional Transit District (therein "SacRT") and AECOM Technical Services, Inc. (therein "Consultant"), whereby the hourly labor rates for Consultant and its subconsultants are adjusted by 17.96% to reflect current market conditions and a DBE substitution is made due to the merger of Y&C Consultants with Bennett Engineering Services to form Bennett Engineering Services + Y&C Transportation (Bennett + Y&C), is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute the Second Amendment.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** March 27, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning and Engineering  
**SUBJ:** APPROVING THE USE OF DEVELOPER FEES TOWARDS BUS PURCHASES

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Prior Developer Fees collected by the County of Sacramento and provided to SacRT will be used towards the purchase of new buses.

### FISCAL IMPACT

The capital expenditure for these buses is funded through developer fees collected for this purpose.

### DISCUSSION

Sacramento Regional Transit District (SacRT) owns and operates CNG vehicles on its fixed route and other services. Many of these vehicles have reached the end of their useful life and have CNG tanks that expire in August 2023, and therefore are in need of replacement. Project B173 – 40' CNG bus replacement, was previously approved by the Board to complete this effort. Staff has identified undistributed developer fees as a potential source of matching funds towards the replacement of buses that have reached the end of their useful life.

In March 2017, the Board approved a Memorandum of Understanding between the County of Sacramento, the City of Rancho Cordova and SacRT that approved the use of undistributed developer fees for transit projects. The MOU states the Board may allocate undistributed developer fees for future projects that have "a reasonable nexus between the proposed expenditures and the source of the funds (i.e., Fee District)". There is a current undistributed balance of \$3,814,279.17 in Developer Fees as shown below in Table 1.

**Table 1**

| District                                  | Undistributed Developer Fees* |
|---|-------------------------------|
| District 1                                | \$2,806,227.34                |
| District 2                                | \$271.03                      |
| District 3                                | \$849,586.47                  |
| District 4                                | \$39,068.06                   |
| District 7                                | \$119,126.27                  |
| <b>Total Undistributed Developer Fees</b> | <b>\$3,814,279.17</b>         |

*\*The amounts reflected above in Table 1 are subject to change as interest is accrued between now and the time in which the fees are distributed.*

In 1987, SacRT performed a Development Fee Analysis for Transit Improvements (Developer Fee Report), wherein it identified the need to procure an additional 66.1 buses to provide service associated with growth caused by the development of housing in previously under or undeveloped areas of the County and within which the County had assessed developer fees for transit purposes. SacRT is now in need of replacing buses originally purchased in part to serve those newly developed areas as identified in the 1987 Developer Fee Report. Because SacRT determined that an appropriate use for the developer fees was the purchase of buses needed to operate expanded service in the areas within which the fees were assessed, Staff believes that the replacement of those vehicles would also be an appropriate use of those funds and provides the nexus finding needed to expend the Developer Fees on the purchase of new replacement buses.

Staff believes there is a reasonable nexus between the proposed expenditures and the source of the funds based on the Development Fee Report, and therefore recommends that the Board approve the use of the undistributed developer fees of \$3,814,279.17, as seen in Table 1, plus additional interest accrued between now and the time of use, to Project B173 - 40' CNG Bus Replacement, replacing the CNG buses that have reached the end of their useful life.

RESOLUTION NO. 2023-03-025

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 27, 2023

**APPROVING THE USE OF DEVELOPER FEES TOWARDS BUS PURCHASES**

**WHEREAS**, the Sacramento Regional Transit District (“SacRT”) currently holds an undistributed amount of \$3,814,279.17 in developer fees collected from 1988 to 2008 pursuant to Sacramento County Ordinance Number 742; and

**WHEREAS**, in March 2017, the County of Sacramento, the City of Rancho Cordova, and the Sacramento Regional Transit District entered a Memorandum of Understanding Between the County of Sacramento, the City of Rancho Cordova and Sacramento Regional Transit District Relating to Distribution of Transit Fees (“MOU”); and

**WHEREAS**, the MOU allows for SacRT to allocate any remaining unspent developer fee balance for “any appropriate transit purpose on the condition that the RT Board finds a reasonable nexus between the proposed expenditure and the source of funds”; and

**WHEREAS**, SacRT conducted a Development Fee Analysis for Transit Improvements in 1987, wherein it determined that there was a need to procure an additional 66.1 buses to provide expanded bus service into the newly developed areas; and

**WHEREAS**, there is a need to replace buses that were identified as necessary to provide the expanded service in the Development Fee Analysis for Transit Improvements report; and

**WHEREAS**, additional funds are needed to complete the 40' CNG Bus Replacement Project, which includes replacement buses that will continue to provide service within the service areas within which these developer fees were assessed; and

**WHEREAS**, the CNG buses are needed to prevent service disruptions.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Board hereby determines that because the buses procured will serve as replacement buses for buses determined to be necessary to operate expanded service into areas wherein developer fees were assessed, a reasonable nexus exists between the replacement of 31 40' CNG transit buses and the districts undistributed developer fees; and

THAT, the Board hereby approves the use of \$3,814,279.17, as displayed in Exhibit A, plus additional accrued interest between now and the time of use, in undistributed developer fees for the replacement of 31 40' CNG transit buses that have reached the end of their useful life; and

THAT, the Board hereby authorizes and directs the General Manager/CEO to execute any forms, agreements, applications, or other documentation necessary to effectuate the use of the developer fees to the purchase of replacement 40' CNG transit buses.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



### **Exhibit A**

| District                           | Undistributed Developer Fees* |
|------------------------------------|-------------------------------|
| District 1                         | \$2,806,227.34                |
| District 2                         | \$271.03                      |
| District 3                         | \$849,586.47                  |
| District 4                         | \$39,068.06                   |
| District 7                         | \$119,126.27                  |
| Total Undistributed Developer Fees | \$3,814,279.17                |

*\*The amounts reflected above in Table 1 are subject to change as interest is accrued between now and the time in which the fees are distributed.*

## **STAFF REPORT**

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**DATE:** March 27, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Chris Flores, Chief of Staff  
**SUBJ:** AUTHORIZE THE GENERAL MANAGER/CEO TO PURSUE A LEGISLATIVE AMENDMENT TO SACRT ENABLING LEGISLATION RELATIVE TO THE BOARD'S COMPOSITION AND VOTING STRUCTURE

### RECOMMENDATION

Motion to Approve.

### RESULT OF RECOMMENDED ACTION

To authorize the General Manager/CEO to pursue a legislative amendment to add an additional Board seat for the County of Sacramento and for the City of Elk Grove and continue to have the Board Composition and Voting Structure Ad Hoc Committee convene to discuss additional potential changes in the future.

### FISCAL IMPACT

There is no fiscal impact related to the approval of a motion..

### DISCUSSION

On March 15, 2023, the Board Composition and Voting Structure Ad Hoc Committee met and voted unanimously (Director Valenzuela did not vote as she was absent from the meeting due to a conflict) to recommend to the SacRT Board to pursue legislation to add an additional seat for the City of Elk Grove and an additional seat for Sacramento County to immediately address representation concerns. The Ad Hoc Committee also recommended that they continue to convene to discuss potential changes to SacRT's structure for Board member alternates, as well as how additional members could be added in the future and whether to have a cap on the number of members on the Board.

On September 23, 2021, Governor Gavin Newsom signed AB 1196 (Cooley), which changed the voting structure for SacRT's governing Board of Directors from a weighted voting structure to a one member, one vote structure.

The composition of SacRT's Board is set out in state law. Specifically, California Public Utilities Code Sections 102100.1 - 102107 sets out the Board's composition, the way Board seats are allocated and if and how representation can be increased or decreased.

SacRT's Enabling Act at Cal. PUC Sec. 102100.2 establishes that the initial SacRT Board would consist of four members appointed by the City Council of the City of Sacramento and three members appointed by the County Board of Supervisors for the County of Sacramento. Cal. PUC Sec. 102100.3 states that each additional member entity will be entitled to make one appointment to the Board. Thus, the cities of Citrus Heights, Elk Grove, Folsom and Rancho Cordova each have one seat on the Board. Cal. PUC Sec. 102100.5 states that after the initial Board, the City of Sacramento and County may voluntarily reduce the number of Board members it appoints to the Board, from their allotted four and three seats, so long as each entity appoints at least one member to the Board. Finally, no more frequently than every two years, the appointing entities may mutually agree to reapportion the seats on the Board, but the apportionment will be "determined by the gross cost of service without regard to income or revenues of the district, within their respective boundaries."

There are only two ways to modify the seat allocation: (1) the City of Sacramento and Sacramento County may voluntarily reduce the number of members they appoint to the Board, but their empty seats cannot be reallocated; or (2) the member entities can come together and reallocate seats based on the gross cost of service within their respective boundaries.

Following implementation of AB 1196, the County has raised concerns about its decrease in voting power as a result of the implementation of AB 1196, while the City of Sacramento's voting power has increased in proportion to its strength compared to weighted voting, creating an inequitable distribution of votes. Additionally, during annexation discussions with the City of Elk Grove, the City of Elk Grove requested that SacRT increase its seat allocation from one seat to two. Elk Grove's population is almost double that of Folsom, Citrus Heights and Rancho Cordova's and Elk Grove believes it should have two seats on the Board.

In 2022, SacRT formed a Board Composition and Voting Structure Ad Hoc Committee (Committee) with one member from each jurisdiction. The Committee's task was to discuss potential changes to the Board's composition and reach a consensus on a proposed modification to the structure of the Board to address the representation concerns raised and present a proposal to the full Board for a vote.

The Ad Hoc Committee reviewed the Board structure change options and voted without objection (5 yes, 1 abstention) to support the following amendment to SacRT's Enabling Legislation to the full Board:

The County of Sacramento will have an additional seat (four total) and the City of Elk Grove will have an additional seat (two total) on the SacRT Board of Directors. The City of Sacramento can appoint an alternate, but they must be an elected official. The Board must revisit seat allocation no less than every 10 years, but it must happen if/when Yolo/West Sacramento annex to SacRT or whenever a member jurisdiction has had a significant population increase or decrease or change to their landscape. The maximum size of the SacRT Board will be 13 members.

At the February 14<sup>th</sup>, 2022, Board meeting, staff presented the recommendation of the Ad Hoc Committee to add two seats to the SacRT Board (County of Sacramento & City of Elk Grove).

The Board discussion focused on how the district would handle voting when members are absent, and the allocation of alternates. Under the current structure, the County of Sacramento and the City of Sacramento do not have alternates. It was also discussed if non-elected individuals could serve on the Board or as alternates.

Following discussion, staff's recommendation was moved forward with modifications:

- Any member jurisdiction that would have alternates, the members of those jurisdictions would select the alternates for their seated representation on the SacRT Board commensurate with the number appropriated for service on the SacRT Board.
- The selection of those alternates is not restricted to elected individuals – it would be at the discretion of individual jurisdiction and their membership to select them.
- The 5th member of the Board of Supervisors would no longer be considered the alternate explicitly.

The Board approved the modified recommendation by a vote of 9-2; however, Assemblymember Cooley indicated that he would not seek changes to SacRT's board voting structure without unanimous consent of the SacRT Board.

As noted above, on March 15, 2023, the Board Composition and Voting Structure Ad Hoc Committee met and voted unanimously to recommend to the SacRT Board to pursue legislation to add an additional seat for the City of Elk Grove and an additional seat for Sacramento County to immediately address representation concerns. The Ad Hoc Committee also recommended that they continue to convene to discuss potential changes to SacRT's Board member alternates and potential changes to the manner in which Board members could be added in the future, as well as whether the Board should have a limit in the total number of members that are appointed to the Board.

Assemblywoman Stephanie Nguyen is supportive of the Voting Structure Ad Hoc Committee recommendations and is interested seeking Enabling Act changes pertaining to the District's Board composition. She has introduced AB 354 as the legislative vehicle for the change, pending Board approval.

## **STAFF REPORT**

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**DATE:** March 27, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Henry Li, General Manager/CEO  
**SUBJ:** GENERAL MANGER'S REPORT

### RECOMMENDATION

No Recommendation - For Information Only.

### **Major Project Updates**

Oral Report

### **SacRT Meeting Calendar**

#### **Regional Transit Board Meeting**

April 10, 2023

SacRT Auditorium / Webconference

5:30 P.M

#### **Quarterly Retirement Board Meeting**

June 14, 2023

SacRT Auditorium / Webconference

9:00 A.M

#### **Mobility Advisory Council Meeting**

April 6, 2023

SacRT Auditorium / Webconference

2:30 P.M

### **Light Rail Modernization Update**

SacRT is in the process of updating the light rail network with its Light Rail Modernization Project. This project will modernize the light rail system with new low-floor light rail vehicles, updated station platforms and a "passing track" in Folsom to provide 15-minute service to Folsom area stations.

The first phase of construction work is currently underway to modify 14 light rail stations between 59th Street and Sacramento Valley stations to accommodate the height requirements for the new low-floor light rail trains.

A total of 48 additional station platforms, 15 Gold Line stations between University/65th Street and Historic Folsom stations, and 19 Blue Line stations, will still need to be modified in the next phase of construction.

The first three new low-floor light rail trains, which were built at Siemens Mobility in south Sacramento, were delivered this month. This is the first of 28 trains that Siemens is currently building for SacRT. The contract with Siemens includes options for the purchase of up to 76 light rail vehicles. This first low-floor train will go through a rigorous testing process before it can be put into revenue service with passengers onboard. SacRT expects to have the station conversions and low-floor trains ready for service by summer 2024.

Construction for the Folsom passing track is expected to break ground in summer 2023 and be completed by spring 2024. Upon project completion, trains will arrive in, and depart from, Historic Folsom Station every 15 minutes. Learn more about the light rail modernization project at [sacrt.com/modernization](https://sacrt.com/modernization).

### **SacRT Bus Stop Improvement Plan**

SacRT partnered with Civic Thread, a local non-profit planning and advocacy organization, to host a series of community workshops to better understand the conditions and accessibility of SacRT bus stops around the Sacramento region. SacRT and Civic Thread thank members of the public who submitted comments.

As of February 28, 2023, the Final Bus Stop Improvement Plan is now available for public review: [Final Bus Stop Improvement Plan – February 28, 2023](#)

### **Stockton Boulevard Bus Stop Survey**

SacRT is working on a Stockton Boulevard Bus Stop Implementation Plan, which is studying bus stops along Stockton Boulevard, SacRT's highest ridership corridor, to support existing ridership and encourage new ridership by making transit service along the corridor more accessible and equitable, and by providing greater mobility to underserved communities.

Through this effort we are identifying projects at existing bus stops along the Stockton Boulevard from Alhambra Blvd to Elsie Ave to improve safety, accessibility, and ridership along Stockton Boulevard. Community engagement will help identify needs of specific bus stops along Stockton Blvd and guide where future funding will be implemented. The goal is to help identify needs at the bus stops along Stockton Boulevard.

Community input was previously received from the Spotlight on Stockton Boulevard event on October 8th, 2022. The input received from this survey will be combined with the input received from the Spotlight on Stockton Boulevard to inform project results.

[Take the online survey](#), which is open through Thursday, April 13, 2023.

## **Celebrating 50 Years**

Saturday, April 1, 2023, marks SacRT's 50th anniversary of operation, and we're celebrating this important milestone by looking back at our history and celebrating what is still to come.

Fifty years ago, on April 1, 1973, the Sacramento Regional Transit District (SacRT) began operation, taking over for the City owned Sacramento Transit Authority.

In celebration, SacRT will also host a series of celebratory pop-up events at different locations across the region during the month of April and roll out a special 50th Anniversary edition bus and train that will be in service starting in April.

Help us celebrate this major milestone. Do you have a favorite SacRT transit memory over the years that you want to share, let us know! We will have opportunities for people to share their fun stories at our pop-up events, on our website and on social media, where storytellers will be entered to win prizes.

Check [sacrt.com/50years](https://sacrt.com/50years) in the coming weeks for more information.

## **Customer Service Update**

Presentation

## **STAFF REPORT**

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**DATE:** March 27, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Director Linda Budge  
**SUBJ:** SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR  
JOINT POWERS AUTHORITY MEETING SPECIAL SUMMARY  
OF MARCH 13, 2023

### RECOMMENDATION

No Recommendation - For Information Only.

Written Report by Director Budge from the Sacramento Placerville Transportation Corridor JPA Meeting of March 13, 2023



20 March 2023

**MEMO TO: RT Board of Directors**

**Cc: Interested Parties**

**RE: Sacramento – Placerville Transportation Corridor Joint Powers Authority Meeting of March 13, 2023.**

The SPTC/JPA Board, for the first time in quite a while, met on March 13, 2023 in Folsom City Hall as usual. At this time, the membership includes RT Representative and Rancho Cordova Alternate, Linda Budge; Rancho Cordova Representative David Sander; Sacramento County Representative and RT Alternate, Pat Hume; Folsom Representative Sarah Aquino; and El Dorado Representative Supervisor John Hidahl. Both Folsom and El Dorado County have designated alternates.

Minutes for the August 1, 2022 meeting were approved.

The first item of business was the election of a new Chair. Sarah Aquino was elected unanimously.

A thorough description of the history and work to date along the SPTC corridor was presented. Briefly, the corridor has existed since the agreement to sell the remainder of the Southern Pacific line from 65<sup>th</sup> Street, extending to the east, to Regional Transit for extension of the light rail system beyond Butterfield. The price was \$14,500,000. The route consists of 58 miles total, 28 of which are in El Dorado County, terminating prior to Placerville. If anyone is interested in knowing more about how the history, route, and how the corridor is managed, there are materials that could be shared. The entire route is encumbered by a Federal Railways Rails to Trails program requiring release of the corridor should the underlying rail owner chose to re-enter freight rail service along the corridor.

In recent years, there have been excursion rides along the route, including a wine train and a ride to a pancake breakfast in Latrobe. Embarkation has been from track behind on of the hotels at East Bidwell and Hwy 50. The excursions have been interrupted by the construction in Folsom south of Highway 50.

Other reports included updates on the conditions along the corridor, including historic wash out areas and recent damage from this year's heavy rains. The two volunteer rail organizations gave updates on their activities and plans. The Nature Trail organization also gave its update.

The next meeting of the SPTC/JPA is scheduled for May 8, 2023, also in Folsom City Hall.

Linda Budge, AICP  
3/20/2023.